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Hongkong, 13th December, 1909. [55]

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The Daily Press.

HONGKONG, JANUARY 6TH, 1910.

Has Mr. URE of Scotland been visiting China? If he has not been amongst us in person his spirit has not been far absent; at all events his telepathic effect has been conspicuous in recent developments at Peking. We must, indeed, go to the member for Linlithgowshire for a similar display of inconsequential incongruities as we have recently been treated to from the capital. Prince Tsai Tse, according to a contemporary usually well informed in affairs relating to the Chinese Government, is stated to have said, in discussing the currency question with the members of the Waihui, that the confusing variety of coins and notes in circulation in China is largely due to the importation of foreign money, and, to have a uniform currency, foreign money must be first kept out of the country! Now one of the curious and not easily explicable things about China is that China has never instituted a regular coinage, and twenty-one centuries ago her coinage was in the same hopeless condition as in this twentieth century. One of the wonderful things found by the great traveller and statesman CHANG K'EN on his visit to the West, and deemed worthy of special note, was that contemporary Parthia possessed a standard silver coinage, stamped with the image of the King, which was changed on the accession of a new monarch. We know from numerous specimens of the coins preserved in our museums that the Parthian coinage was of regular weight and fineness, and might well have served as an object

lesson to the Chinese, whose only attempt at money at the period was a roughly cast bronze ingot with a hole in it, and bearing simply the two characters *pao-hang* (half a tael), without any mint mark or stamp of authority as evidence of its genuine character. Presumably, as in the earlier Roman As, its weight had corresponded with the half tael of the inscription, but the process of debasement had already begun, and CHANG K'EN was evidently struck by the wide difference between Parthian order and Chinese neglect of the standards.

As in the cases of the conveyance of correspondence, and the administration of the laws of the land, the Chinese Government, as such, has never in all its history risen to an imperial sense of its responsibilities in the national standards. Laws and their administration, the post office and its various duties and ramifications, weights and measures, and finally the monetary administration of the Empire have at all periods been left to take care of themselves without aid or assistance from the Central Government, and have fallen into private hands; or unconsciously have adopted, in the entire absence of any system of home control, the momentarily most convenient foreign standard. The great emperor and statesman, T'sin SHIHWANGTI, did indeed on his final reduction to order of the State conquered by his arms issue a proclamation enjoining on all uniformity of weights and measures, but he had grown old, and those invested with his authority, though to outward appearance carrying out his orders, paid little attention to their inwardness.

H. E. TUAN FANG in his catalogue of antique bronzes represents some eighteen or twenty of these standards, all bearing and authenticated by a copy of the proclamation, which yet differ *in toto* amongst themselves: the whole scheme in the absence of a sufficiently advanced public opinion had, indeed, proved a failure even in the lifetime of its originator. What, however, the Government, as such, and succeeding Governments after it, failed to do has been in part attained by private enterprise. In the matter of currency China owes to her banking system the preservation of the standards, and it is curious to observe that, while debasement has been the rule in every system started by the Government, in the hands of the private bankers the weight of the monetary tael has remained almost unchanged for the last two thousand years. The same may be said of the purity of the silver, which in bulk forms the only standard of mercantile exchange in China. In Government transactions since the time of T'sin SHIHWANGTI, the cash has always been the medium, but with the false traditions of governmental rights and duties, no Government has ever failed when in difficulties financially to have recourse to debasement. Most Governments have commenced with a display of regard for the purity of the currency, amongst othersthe Ta T'sing dynasty, the coins of whose earlier monarchs are a model of the best that could be attained under the conditions, but since that period there has been a marked falling off, in the reign of the debauched and incapable Hien Fung, this debasement had reached its utmost limit. The coins issued had come to consist of flat pieces of impure brass no thicker than paper and not more than a third of an inch in diameter, the greater portion of which was occupied by the hole; they were in fact absolutely valueless. To remedy this by some show of amendment, large coins, but still of the most impure metal, were issued bearing the legend, "good for ten," or "good for a hundred," but the material was so bad that the beggars even refused to receive them, and threw them away in thousands in the streets of Peking, where for years they remained, not worth the trouble of picking up. This was China in her own line of currency, which her flatterers would gladly make believe was Chinese coinage unadulterated by foreign intercourse. The cash was, however, like the old money of Sparta, too inconvenient and debased to be available for anything more than the ordinary daily transactions of a household, while the bulky specie of the banks was too unwieldy for but wholesale transactions, so that in the sixteenth century, when Spain annexed the Philippines, a new medium appeared which was found to answer admirably all the requirements of commerce, being available alike for small and large transactions; whilst its invariability of weight and fineness supplied a long-felt want in China of some trustworthy medium of exchange. This was the old Spanish dollar, which in a short time became the universal currency of the land. It was thus, and to supply China's own sins of omission, that foreign coin became naturalised in China, and—not from any idea of increasing the complications already existing. For many years the old

Spanish dollar supplied the needs of the Chinese people and government alike, and it was not till the year 1856 that any signs were apparent of a possible change. The change came about, not from the discovery of any unsuitability in the medium, nor from any suspicion cast upon its intrinsic value. It proceeded from causes quite different, and in no wise affecting the suitableness of the medium. Owing to the general weakening of Spain, the supply had, in fact, fallen off, with the consequence that the coin acquired a fancy value, far in advance of its intrinsic worth.

To remedy the difficulty the Mexican dollar was introduced, and for many years filled the gap; but owing to causes not connected with China, the supply of the Mexican dollar is beginning to fall off, and the coin is acquiring an altogether fictitious value, but this fictitious value does not proceed from any process of debasement or the contrary, in which particular the Mexican has acted as a wholesome lesson, however disregarded, to the Chinese Government. Here the conduct of the Mexican Government has been in honourable contrast to that of China. Some years ago China promised to supply coins herself for her own internal commerce, and the decision was hauled with satisfaction by all the foreign Powers without exception, and it may safely be said that if China had acted honestly there would by this time have been not a single coin of foreign origin in circulation. But did China act honestly when she had the chance of getting rid of what she would like to call the incubus of foreign coin? Let the experience of her own debased issues answer the question. Debased dollars, debased subsidiary coinage, and last but not least, debased cash-pieces, surely ought to be sufficient to convince even the Chinese Government that in matters of currency, as well as in the ordinary dealings of the merchant, honesty is not only the best but the only policy to keep a nation out of bankruptcy. China does not want her U.S., and the sooner she dismisses them from her service the better for her happiness.

Mr. Lee Jones returned to his duties at the Supreme Court yesterday after a holiday at Home.

Further changes are being made at the Kowloon Dock. We understand that the Portuguese clerical staff have resigned.

Mr. K. McLeannan has been appointed land officer for the district around Kowloon in the New Territory and the islands.

His many friends will regret to learn that Mr. C. G. Mackie, Secretary of the Gymkhana Club, is suffering from an attack of typhoid fever.

Su Ping-hen, of Canton, has had conferred on him the button of the first rank for promoting the subscription of a large sum of money towards the educational fund.

The administration dispute, which commenced in the Supreme Court on Tuesday, was continued yesterday, Sir Henry Berkeley resuming his opening statement.

Rev. W. H. Hewitt introduces the subject of discussion, "Foreign Missions," at the meeting held in connection with the universal week of prayer at the Berlin Mission, Bonham Road, this afternoon.

H. E. Chang Jen-tsun, Vicroy of Liang-Kiang, has recommended Kiang Kung-yan to proceed to the Dutch Indies to invite subscription from the Chinese residents, there to support the relief fund of the sufferers in Kiang-pan.

Fishing rights in South China occupies the attention of the officials. China's fishery interests are described as having been disturbed in these waters, and the authorities are reported to be communicating with the Peking Government relating to the matter.

A report from the Japanese Consul at Chefoo says that the number of steamers plying between Tsingtao and Vladivostok is on the increase. The cargo is chiefly cattle, provisions and daily commodities, the passengers being Chinese emigrants.

The Ministry of Finance in a memorial to the Throne states that Customs duties in Chili have been lessened a great deal owing to the suppression of opium. The Board request the Throne to grant permission for an increase in the price of salt in order to compensate for the opium duties.

The Interpreter's evidence as to the statement made by the defendant concluded the case for the prosecution.

Defendant said he knew nothing about the case and only happened to be passing along at the time.

His Worship committed the accused for trial at the Criminal Session.

LATEST STEAMER MOVEMENTS.

The Apur sir, *Lighthill* from Calcutta left Singapore on the 4th instant afternoon, and may be expected here on or about the 10th inst. The Indo-China steamer *Footlong* left Cambay for this port via the Straits on the 3rd inst., and may be expected here on or about the 9th inst. The O.S.K. steamer *Patriot* left Tacoma for this port via ports on the 2nd inst., and is expected to arrive here on or about the 9th inst.

TELEGRAMS.

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[DAILY PRESS EXCLUSIVE SERVICE]

THE IMPERIAL MARITIME
CUSTOMS REVENUE.

PEKING, January 4th.
The estimated revenue of the Chinese Imperial Maritime Customs for the year 1909 is Taels 35,250,000. There has been a large increase in the exports.

[Only once has this sum been exceeded, namely, in 1905, when the revenue was Taels 35,068,595. Last year it was Taels 32,901,895. Seeing that the increase on this figure in 1909 is attributed to exports, we may presume it to be largely due to the boom in the bean export trade of Manchuria.]

THE MACAO DELIMITATION
QUESTION.

PEKING, January 5th.
The Chinese Government has definitely refused to submit to arbitration the question of the delimitation of the boundary of Macao, saying that foreigners favour foreigners.

It is understood that Portugal will continue to occupy the territory in dispute, placing the onus of her actions upon China.

Further negotiation is considered improbable.

[BRUTER'S SERVICE TO THE HONGKONG
DAILY PRESS.]

THE BRITISH ELECTION
CAMPAIGN.

MR. BALPOUR ON THE NAVY:
MR. ASQUITH ON GENERAL ECONOMIC
IMPROVEMENT.

LONDON, January 5th.
Mr. Balfour, speaking at Hanley, gave utterance to the gravest warning in reference to the Navy. He emphasised that while the Ministerial reiteration that the Navy was stronger than ever was perfectly true, its comparative strength was enormously diminished and unless we bestir ourselves, Great Britain would be liable to a catastrophe from which we could not easily rise.

Mr. Asquith, speaking at Brighton, quoted the latest figures of the Estate Market, the issues of new capital, and banking statistics as showing a general improvement in spite of the outcry which has been raised over the Budget.

Cross-examined:
Did you ever abuse Captain Cameron?
Well, he insulted me and I told him what I thought of him.
And in consequence you were summoned by Captain Cameron at the Police Court and bound over to keep the peace?—Yes.

W. Cooper, master mariner, also gave evidence and spoke of plaintiff and defendant having had quarrels, but that they had been good friends afterwards.
Why were they on good terms?—Lourenco was a sort of go-between with the captain and the company. He had great influence with the captain.

Do you know anything of the customs between masters and engineers as to commissions?—No.

Mr. Harris asked for an adjournment, as a witness whom he had cited was unable to attend owing to his having met with an accident.

Mr. Mater opposed the adjournment, but Mr. Harris having pointed out that it was not his fault that the witness was not present, the further hearing was adjourned until Friday afternoon.

RABIES AT KANDY.

A DOG ATTACKS TEN PERSONS.

On December 20th, says the Kandy correspondent of the *Times of Ceylon*, a bit of a scare was caused in Kandy by a rabid dog. The animal, it appears, belonged to Major Fisher, of the 93rd Infantry, who was kept chained up as a suspected case. The dog, however, got loose and ran about followed by a few of the 93rd infantry men with spears and sticks, while one of the European officers was also cut with a gun. The dog ran along Brownrigg Street, and, getting into Castle Hill Street, bit the four-year daughter of Mr. J. S. Johnson, Instructor of the C.P.R.C. Getting into Trincomalee Street, the animal inflicted a wound on the child of a Police Sergeant. It turned back, and near the market a child and several others were badly bitten. Ultimately the dog was killed near the Queen's Hotel by one of the 93rd Infantry men. Mr. Johnson's child was sent to Dr. Hay, who treated the wound, and most of the others bitten were also similarly treated. In all ten persons were bitten by the dog.

Mr. S. Johnson intends sending his child to Coonoor. The others, too, will have to be sent there. The body of the dog was taken to the establishment of Messrs. T. A. Pate & Co., where Mr. Pate took out the parts necessary for examination and sent them to Dr. Hay to be forwarded to Colombo.

In the afternoon Mr. C. L. Tranchell, Superintendent of Police, and Mr. Harold North, Secretary of the Queen's Hotel, with a police constable armed with guns, paraded the streets and put an end to as many as fifteen dogs as they ran in the right direction. It is hoped that the municipality will take steps to get all dogs muzzled.

THE CHINESE COMMISSION
AT VIENNA.

LONDON, January 5th.
The Emperor of Austria-Hungary gave a banquet in honour of Prince Tsai Hsun and the other members of the Naval Commission at Schoenbrunn:

Baron von Arenthal, Minister of Foreign Affairs, and other Ministers were present.

AN AVIATOR KILLED.

LONDON, January 5th.
At Bordeaux an aviator named De la Gange fell from a great height and was killed, his body being horribly crushed.

SUPREME COURT.

Wednesday, 5th January.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J.
GOOMERTZ (PUISE JUDGE).

THE SLANDER ACTION.

The case in which W. H. W. Lourenco proceeded against J. C. Cameron to recover damages not exceeding \$1,000 for slander, was resumed.

Mr. Reader Harris, from the office of Messrs. Wilkinson and Crist, appeared for the plaintiff, and Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master, appeared for the defendant. The jury consisted of Messrs. P. R. Wolfe, A. Hamilton and J. H. Mead.

William Bishop, master mariner, was called. He stated that in August last he had a conversation with defendant, who informed him that he had procured the discharge of the plaintiff from the service of the company because he had been receiving bribes and commissions from the dock people. He further told witness that he had written to the company respecting plaintiff, who, he said, had been getting unnecessary work done to the boat. Cameron had been offered 2½ per cent. by the plaintiff, but the former had said that if he could not have the five per cent. he would not have any, and if Lourenco brought an action against him he would withdraw his money from the bank and clear out.

Under cross-examination witness denied that he ran the *Tak Hing* astore. It was quite true, she went ashore while he was in command, but he had been exonerated from all blame by the Marine Court. He supposed it was in connection with that affair that he received notice.

His Lordship said the action was for slander, but it appeared that the plaintiff was dismissed in consequence of a letter.

Mr. Harris—No, that was merely corroborative.

Witness added that Captain Cameron showed him a letter that he had written to the company, and stated that it was by writing that letter that he had got the plaintiff dismissed.

His Lordship—That is very important.

A. J. Weatherhead, mate on the *Shun Lee*, said he was on board that steamer in July last when Captain Cameron was in charge. On the 11th he was in his room and heard loud voices. He heard Captain Cameron call the plaintiff a liar and a black.

Cameron, from the body of the Court—Speak the truth, please.

Witness said that all that he heard further than this was plaintiff asking what was the matter and what had he done. The following Saturday plaintiff was discharged. Afterwards Cameron told witness that the reason plaintiff had been discharged was that he had received bribes from the dock people. He added that very heavy

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

December 10th, 1909.

SHIPMENTS TO THE EAST.

The Hamburg Association of Exporters and the Association of Textile Manufacturers of Saxony and Thuringia have lately agreed upon a new form of contract for shipments to the East Indies, the terms of which may be of interest to your readers, as it is likely to be adopted for the trade with the Far East and other countries, if found to work satisfactorily. It will come into force on the first of January next. It provides that the place of delivery shall be the port or the town abroad stated in the contract, and that the goods shall then be examined by the buyer within thirty days after arrival, but in no case later than a hundred days from date of landing. Shipment samples shall be sent to the buyer, or if resident abroad to his agent or representative in this country, for examination and approval, who shall within the course of ten days notify to the seller any defects they may discover, or in default be debarred from all future claims. After such notification or in case shipment is delayed beyond the time specified in the contract the buyer shall have the right to deduct 12 per cent. of the invoice amount, the same to be deposited with the Deutsche Bank in the joint names of buyer and seller until the matter shall have been settled.

Surveys by the Chambers of Commerce of Calcutta, Bombay, Karachi, Rangoon and Madras are to be accepted without reservation by both parties unless there is reason to believe that wrong samples have been submitted to the experts or that the latter have not been made fully acquainted with the terms of the contract. Private surveys are subject to revision by a court of appeal to be held alternately in Hamburg and to consist of two export merchants of Hamburg or of Saxony and Thuringia and two members of the Saxon-Thuringian Manufacturers' Association, under the presidency of a jurist. Surveys in Bombay shall be considered equal to a survey by a Chamber of Commerce provided that an umpire appointed by the Bombay Chamber has taken part in it. The seller shall be allowed a fortnight's grace beyond the time specified for delivery of the goods, whilst any interruption in the working of his factory by causes beyond his control (*force majeure*), by strikes, lock-outs, &c., shall relieve him of all responsibility on this point. For samples and patterns 1 per cent. of the amount of the invoice is to be allowed.

All claims to be made within twelve months from the date of the arrival of the goods in the port abroad.

Besides these there are special clauses of minor importance relating to the terms of sale and delivery, &c., contained in the present contract of the Saxon-Thuringian Association of Manufacturers, the making up of the selling samples for the arbitrators, the packing of the goods, &c.

All disputes arising out of the contract to be settled by the court of revision and arbitration mentioned above, to the exclusion of all legal proceedings.

Both parties to be subject to the jurisdiction of the court in the town where the Association of the export merchant belongs to its office.

THE TRADE OF HAMBURG.

The literary bureau of the Hamburg America Line has just published in a clear and concise form a set of statistics of the trade of the port of Hamburg in the year 1908. Overseas imports and exports amounted altogether to 20.4 million tons of the value of 5.75 billion marks, which shows a falling off compared with the previous year owing to the prevailing depression in trade. The imports alone came to 14.4 million tons worth 3.2 billion marks, the exports to 6 million tons of the value of 2.6 billion marks. More than one-half of the former in value consisted of raw materials and half-finished goods and over one-third (922 millions) of articles of food. Amongst the exports manufactured goods of various descriptions occupy the first place (967 millions), in the second are raw materials and half-finished goods to the extent of 846 million marks, followed by articles of food amounting to 735 millions. The trade with European ports figures for 2,650 marks (1,206 imports and 1,444 exports) then follow that with the United States totaling 2035 million marks (imports 1,346, exports 690), that with Asia 634 million (imports 365, exports 249), Africa and Australia bringing up the rear with 328 (imports 183, exports 136) and 117 (imports 73, exports 44), respectively.

Trade between this country and Norway is increasing both in volume and in value; exports from here have risen from 101.4 million kroner in 1907 to 111.6 in the present year, whilst a slight falling off in imports thence—37.5 against 39.9 million kroner—may perhaps be accounted for by the fact that no separate account is kept in Norway of goods destined for this country but shipped via a Dutch or Belgian port, of which the quantity must be considerable. The principal articles imported from Norway are fish, lobsters, trawl oil, timber, bran, chloride of soda and certain other chemicals, stones for building and other purposes, and skins, whilst the exports thither consist chiefly of rye, wheat, oats, sugar, machinery, woollen goods and tobacco. Of Swedish iron ore exported via Narwick in 1908, viz., somewhat over 3,000,000 tons, the most went to Germany.

THE TONE OF THE MARKETS.

A quiet tone has late prevailed in most of the markets, as is very often the case towards the end of the year, particularly for great excitement; cotton, however, remains active owing to the falling off of receipts in the States, a bullish gainer report issued yesterday, and the fear of a low estimate of the crop by the Agricultural

Bureau in Washington to be published to-day. The parliamentary crisis in England has so far exercised no influence on business, but apprehensions are entertained lest a return to protectionism in Great Britain should materially affect the trade between the two countries which hitherto have been each other's best customers. The Press on the whole treats the crisis with great reserve; whilst the more conservative papers, although differing in opinion as to the wisdom of the step taken by the Lords, admit that action was forced upon them, and hope it may tend to stem the tide of socialism which has made such astonishing progress within the last ten years in conservative Old England, the Liberal and Radical organs condemn the resolution passed by the Upper House as unconstitutional in terms more or less strong according to their political tendencies. The *Vorwärts* hails it with delight as likely to lead to the utter discomfiture of the aristocratic element and the advancement of the socialist movement.

A TERRIBLE EXPLOSION.

A frightful explosion occurred at the gasworks at the Grassbrook on Tuesday; a new meter of the capacity of 200,000 cubic meters was being charged for the first time, and when half filled suddenly exploded, shooting forth tremendous flames and causing widespread havoc all round. The old meter containing some 50,000 cubic meters followed soon afterwards, increasing the disaster. The cause has not yet been ascertained nor the extent of the damage done; unfortunately there has been great loss of life, fourteen bodies, charred and almost unrecognizable, have so far been recovered and it is feared that more may still be lying hidden under the debris. Between forty and fifty injured persons, most of them in a most pitiable condition, have been removed to the hospitals, some of whom it is thought will scarcely survive.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

A meeting of the Council was held at the Board Room on the 14th December, when there were present: Messrs. W. H. Wallace (chairman), W. Kruse, J. Menzani, Lin Nee Kar, K. Tsudzukabara, and the Asst. Secretary, Mr. E. A. Hartley.

A RESIGNATION.

A letter was read from Mr. Wilson resigning his seat on the Council in consequence of his departure from the port. The Asst. Secretary was directed in acknowledging receipt of this convey to Mr. Wilson the Council's regret at the loss of his services, and to thank him for the assistance rendered during his office as Councillor.

It was unanimously decided to ask Mr. Marshall to fill the vacancy on his arrival at the port.

OBJECTION TO A BUILDING.

A verbal complaint was reported to have been made by the Fukien Drug Co. in connection with a building which was being erected along-side their stores. They objected to its close proximity, apprehending danger from fire. The Works Committee, Messrs Kruse and Fenwick, decided to inspect the same before the complaint was disposed of.

Muzzling of Dogs.

The order regarding the muzzling of dogs which came into force on the 23rd September was rescinded on 11th December, the Health Officer having declared it to be no longer necessary.

POLICE REPORT.

The following cases were reported to have been dealt with at the Mixed Court since last meeting—*drunks*—Loitering, after 12 midnight, 1; disorderly conduct, 1; Committing a nuisance, 1; obstructing the police, 1; breach of regulations, 2; wilfully disobeying the contents of a proclamation regarding brothels, 1. *Summons*—Allowing pigs to stray on the public roads, 1; debt, 1; non-payment of sampan licence fees, 1; assault, 1; refusing to hire his sampan, 1.

MULTIPLIED SORROWS OF THE HEATHEN.

Under this caption the *Sheffield Independent* prints the following letter from the Rev. Frank Turner, of Tongshan:

I was the missionary who spoke on the above subject at Fybark, and contrasted these sorrows with the "godly heritage" enjoyed by children in a Christian land.

Your correspondent objects to my statement that in China thousands of girls are put to death at birth, and to my telling now people die in the open streets from cold and hunger; and calls this "cheap gallery humor." None but a fiend could laugh at sights constantly seen by missionaries in the interior of China.

I am pro-Chinese. I believe in the future of that great nation, and I speak of her multiplied sorrows only to rouse others to help in the only effort which can ever alleviate them—the effort to give China that Gospel through the working of which England is happy and free.

No one expects a man to relish hearing his country held up as an object for pity; but the facts stated are beyond question. Any traveller in China knows that infanticide is still sadly prevalent; lady doctors could tell many a gruesome tale.

I have lived in China since 1887, yet I do not know to-day to unmarried women, while I have met hundreds of unmarried men. Why is this preponderance of the male sex over the female known only in heathen lands?

As to starvation, there are in Tongshan the graves of thousands who died in one winter, and whom I helped to bury during a famine which raged while I resided there.

Our pioneer, the Rev. W. W. Hall, died of *fascio*-fever contracted whilst relieving just such distress. What else can be expected when there is no national provision against widespread poverty and constantly recurring famine? For what purpose, but to avert these sad results, have Mission House funds been repeatedly sent to China?

Alas! China is beginning to change as the result of Christian influences at work, and her people, like your correspondent, are coming to be ashamed of these things and would hide them.

THE FRENCH SCIENTIFIC MISSION TO TURKESTAN.

A banquet was given on the 8th ult. at the Hotel Continental, Paris, by the Comité de l'Asie Francaise in honour of M. Paul Pelliot and M. Nonette on the occasion of their return from Central Asia after the successful scientific mission on which they had been sent by the Comité. Associated with them, as a guest of honour was M. Robert de Caix, the French publicist, who has just returned from the Far East, and who has achieved the position of being one of the leading French authorities on Far Eastern questions. M. Senart, president of the Comité de l'Asie Francaise, presided, and the Government was represented by M. Pichot, Minister for Foreign Affairs. Prince Roland Bonaparte represented the Geographical Society, of which he is president, and there were also present official representatives of the Colonial and other Ministries, the Académie des Inscriptions et Belles Lettres, and of the Académie des Sciences, as well as the Chinese Minister, the Counsellor of the Japanese Embassy, Prince d'Arenberg, and MM. Deschanel, Doumer, Denys, Cochon, and Delachaux.

The mission which was honoured by this representative welcome home to-night was equipped by the Comité de l'Asie Francaise, the Ministry of Public Instruction, the Académie des Inscriptions et Belles Lettres, and a number of other societies, and generous private supporters like M. Robert Lebrun, Prince Roland Bonaparte, the Duc de Loubat, and M. Somar, at a cost of about £16,000. Its programme was of the most comprehensive character, since it did not merely take in a geographical survey of little known regions in Russian and Chinese Turkestan, but also aimed at bringing home collections illustrative of the history of these regions and of their early civilization, their religions, their art, and also of their flora and fauna.

The French mission which has just returned has been able to accomplish topographic surveys extending over a distance of 3,000 kilometres. Dr. Vaillant's maps are based upon the establishment of 25 astronomical points, which enable the geography of the regions he traversed to be determined with an approximation of 100 metres as regards latitude and about one kilometre as regards longitude. The journey was accomplished on horseback from Andjan, in Russian Turkestan, to Cheng-chu, on the Peking-Hankow line. The most difficult part of the route was the crossing of the Taldyk Karan range, when a height of 13,120ft. was attained. The temperature in summer rose to 100 deg., and in winter it sank to 31deg. below zero Fahrenheit. The work of the expedition, however, was at no time interrupted.

RESULTS OF THE MISSION.

The results have been remarkable from the point of view of natural history and anthropology, and many unique specimens have been added to the Paris museum. But it is the archaeological and bibliographical results that are most surprising. The expedition has brought home from Tzen Hwang wooden statues and paintings on silk which are alleged to be of a date anterior to the 11th century, and archaic bronzes acquired at Singanfu of the fifth century B.C., as well as an elaborate photographic record of similar antiquities. The find of manuscripts has surpassed all expectations. At Tzen Hwang the expedition secured a whole library, including a Nestorian manuscript, printed records dating from the seventh century, and records stamped on wood of the same date—in fact, many thousands of documents which will be incorporated in the Chinese section of the National Library, and most of which were unknown in Europe and in China itself. At Peking the collection made a great impression, and a kind of association is stated to have been constituted there in order to reproduce in facsimile numerous manuscripts which are of special importance for Chinese history and literature.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address—PRESS Codes: A.B.C.
5th Ed.—Liefer's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE Interest and Responsibility of Mr. PETER CHANATONG and Mr. JOSEPH CHANATONG in our Firm CEASED on 31st December, 1909.

FERNANDEZ & CO.,
Hongkong and Canton.

Hongkong, 6th January, 1910. [134]

TO LET:

AT THE PEAK.

UNFURNISHED—A Six-Roomed House for a term from 1st April.

FURNISHED—One Six-Roomed House and One Five-Roomed House for 6 or 9 months from 1st May.

DENNYS & BOWLEY,
Hongkong, 6th January, 1910. [135]

CANADIAN
PACIFIC
RAILWAY CO.

FOR VANCOUVER.

THE Steamship
"SUVERIC,"

FROM HONGKONG,
ON THURSDAY, 13TH JANUARY.

FOR VANCOUVER DIRECT.

To be followed by the

OCEANO 10th February.

KUMERIC 10th March.

AYMERIC 7th April.

SUVERIC 5th May.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,

Hongkong.

Hongkong, 6th January, 1910. [136]

NOW ON SALE.

MAIL TABLES

FOR 1910.

Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.

On Paper 20.

On Sale at the Hongkong Daily Press Office.

ESTATE OF THE LATE GEORGE PADGETT TAYLER, OF TAIHOKU, FORMOSA.

LETTERS of Administration of the Estate of the late GEORGE PADGETT TAYLER, of Taihoku, Formosa, who died December 17th, 1909, having been issued to the Undesignated, it is requested that Particulars of all Claims against or Debts due to the said Estate be in February 28th, 1910.

A. R. FIRTH,
Acting British Consul, Tamai.
Tamaui, 22nd December, 1909. [1575]

WANTED.

A BOOK-KEEPER for a Manila Firm, British preferred, Age must be under 30 years, must have had previous experience in Merchant's Office; state qualifications, references and where free.

Reply— "BOOK-KEEPER,"

Care of "Daily Press" Office.

Hongkong, 5th January, 1910. [129]

"SOLIGNUM"

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from

SIEMSEN & CO.,
(Machinery Dept.), Hongkong.

Sole Agents

Hongkong, 8th December, 1909. [1494]

FOR SALE.

A Quantity of NETTING for Tennis Courts, etc.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00.

CHINA EXPRESS CO.,
3, Duddell Street. [40]

FOR SALE.

THE Cutter Yacht "BRYNHILDE" as she lies at KING'S, with all Gear and Stores, Bedding and Mess Traps on Board.

Length over all, 42 feet; Beam, 10 feet 3 inches; Draught, 5 feet.

Lead-Keo-weighting, 7,030 lbs. Teak-Built, Copper-Fastened.

New Sails, Area about 1,700 square feet.

Large English-built Dinghy, Three Anchors, Chain and Hemp Cables, Two Life Buoys, Compass, Lights, &c.

Complete and ready for sea.

LEIGH & ORANGE,
Princes' Building,

2, Des Voeux Road Central.

Hongkong, 31st December, 1909. [106]

NOTICES OF FIRMS

NOTICE.

M. COLIN CUNNINGHAM SCOTT is admitted a Partner in our Firm from This Date.

BUTTERFIELD & SWIRE,
Hongkong, China and Japan.

Hongkong, 1st January, 1910. [111]

NOTICE.

THE Interest and Responsibility of MR. AUGUST ZICKERMANN in our Firm CEASED on the 31st December.

Messrs. GUSTAV ENGEL and HANS TIEFENBACHER have been admitted partners from Today.

WM. MEYERINK & CO.,
1st January, 1910. [114]

NOTICE.

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

ASSETS EXCEED £11,000,000.

AACHEN AND MUNICH FIRE INSURANCE COMPANY.

RESERVES £1,000,772.

THE Undesignated AGENTS for the above Companies, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Hongkong, 1st January, 1910. [119]

NOTICE.

THE Interest and Responsibility of the Undesignated in the Firm of MACEWEN, FEICKEL & CO., CEASED on 31st day of October, 1909.

A. FINDLAY SMITH,
Hongkong, 1st January, 1910.

In reference to the above, I have taken over the interest, goodwill, debts and liabilities of MACEWEN, FEICKEL & CO., from 31st day of October, 1909.

GEO. LEO. DUNCAN,
Hongkong, 1st January, 1910. [116]

NOTICE.

M. ERNST OSCAR RUDOLPH VOLLMER is admitted a Partner in our Firm from This Date.

MACEWEN, FEICKEL & CO.,
Hongkong, 1st January, 1910. [117]

NOTICE.

M. ERNST VOLLMER, having

Left our Employ, CEASES to Sign

for Procurator from This Date.

E. BLACKHEAD & CO.,
Hongkong, 1st January, 1910. [118]

NOTICE.

THE Public are hereby informed that on and after the 3rd day of January, 1910, the Business known as YAU KEE (present owner KWOK CHU), of No. 30, Lyndhurst Terrace, together with the goodwill, will be taken over by HO HING CHEUNG, who will not be Responsible for any Debts or Loans of money contracted in connection with the said Business prior to that Date.

HO HING CHEUNG,
Hongkong, 31st December, 1909. [1579]

CHARGEURS REUNIS.

BY mutual agreement between the Compagnie des MESSAGERIES MARITIMES and the Compagnie des CHARGEURS REUNIS, the Hongkong Agency of the CHARGEURS REUNIS will from the 1st of January, 1910, be transferred to Mrs. P. A. LAPICQUE & CO. (Queen's Building, No. 4).

CHARGEURS REUNIS,
P. A. LAPICQUE & CO.,
Agents.

MESSAGERIES MARITIMES,
P. THOMAS,
Agent.

Hongkong, 31st December, 1909. [1578]

NOTICE.

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in predigested form containing all the bracing, soothng and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the medical profession in Cases of DEBILITY after MALAIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPSEPSIA. Samples on Application.

ALSO JUST RECEIVED:

PABST (American) BEER, in barrels & 120 bottles.

In view of the Arrival of the American Fleet in a few days, please order early as our stock is limited.

SIEMSEN & CO.,
Agents.

Hongkong, 14th December, 1909. [1519]

PABST EXTRACT.

THE best TONIC for keeping in perfect

health in the Tropics.

It is a Liquid Food in predigested form

containing all the bracing, soothng and toning

effects of the choicest hops. Nearly Non-

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American Fleet in a few days, please order

early as our stock is limited.

SIEMSEN & CO.,
Agents.

Hongkong, 14th December, 1909. [1519]

NOTICE.

CARDS, CRACKERS, DOLLS, POSTAGE STAMPS, &c.

GRACA & CO.

110, DES VOEUX ROAD.

TO LET

PUBLIC COMPANY

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that

an EXTRAORDINARY GENERAL

MEETING of the above-named Company will

be held at the Offices of Messrs. SHewan,

Tomes & Co., Victoria, Hongkong, on

SATURDAY, the 15th day of January, 1910,

at 11 o'clock in the forenoon, for the purpose

of considering and if thought fit confirming as a

special resolution the abovesigned resolution

which was passed by the requisite majority at

the Extraordinary General Meeting of the

Company held on the 30th day of December,

1909.

That the Articles of Association of the

Company be altered.

1. By inserting therein immediately after

paragraph 4 of Clause VIII. a new paragraph

as follows:—

5. Whenever the Capital of the Company

is divided into several Classes of Shares

all or any of the rights and privileges

attached to any Class may be modified

NAPIER JOHNSTONES**"SQUARE BOTTLE"****WHISKY.**

BENARE
UNVARNISHED
THE SAME TO-DAY AS IN 1785.
150 YEARS.
INVITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

A LING & CO..
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1327]

A. TACK & CO..
26, DES VŒUX ROAD, CENTRAL.

KODAKS & FILMS

DEVELOPING & PRINTING
UNDERTAKEN.

Hongkong, 15th December, 1909. [32]



**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length ... 722 feet.
Length on Blocks ... 714 "

Width of Entrance on Top ... 964 "
Width of Entrance on Bottom ... 884 "

Water on Blocks at Spring Tide ... 344 "

DOCK No. 1.

Extreme Length ... 523 feet.
Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 64 "

DOCK No. 2.

Extreme Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with
LATEST PLANTS and APPLIANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BUILDERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIALS is
always kept on hand.

The COMPANY has the powerful steamer
"OURA-MALU" (712 tons, 700 I.H.P.)
especially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. [805]

AIRSHIPS IN WAR.**LORD ROBERTS ON THE VALOUR
OF IGNORANCE.**

Earl Roberts presided at a crowded meeting held at the Royal United Service Institution on the 8th ult. when Major B. Baden-Powell read a paper entitled "How Airships are Likely to Affect War."

Lord Roberts said that few subjects could be more interesting except, perhaps, the coming General Election. (Hear, hear.) He believed that the aerial machine had come to stay. Whether the aeroplane or the dirigible was to prove the more practical and useful could not with certainty be ascertained, but both had made their mark, and there was no doubt that great improvements would soon be effected. Aeroplanes getting higher and higher in the heavens and dirigibles making longer and longer distances. Something would undoubtedly come out of all those trials and experiments, and would astonish those who came after us as the present dirigibles and aeroplanes had astonished us. (Hear, hear.) They were all interested in the efforts of the Wright brothers and the progress of the Zeppelin air-ships, and they were startled—if, indeed, not awoken—by M. Blériot's achievement. He believed few people thought that the Channel could have been crossed in that manner. Probably their present machines would be as great a curiosity in 80 years' time as the old locomotive at Darlington Railway Station was to us. What Englishmen had to do now was to set to work themselves. (Cheers.) Hitherto they had not done much, but rather were waiting to benefit from the experience of the other nations. Aeroplanes would probably be of the greatest value in the next war, and as they did not know when that war would come they should not remain in the background, but have their own machines and their own men ready to adapt themselves to the machines. We were as atheistic about everything. (Hear, hear.) The "valour of ignorance" pervaded the whole country. People were brave and confident because they did not know what was going on. They would not be so valorous if they knew what was in store for them. They did not believe in anything happening, but were content to remain in ignorance.

FIGHTING IN THE AIR.

Major Baden-Powell said that on the whole the only use of aerial machines that had been actually tested and proved of use in manoeuvres was for reconnaissance. Whether they might prove useful for other purposes was a matter of conjecture, but, as soldiers well knew, it was far more important for a general to receive detailed information about all that was going on in the enemy's lines than to be able to destroy a few hundred men or to devastate a store. Compare scouting by an aerial machine with the Cavalry scout. To receive reports from all along the line that the scouts had been fired upon gave but little real information. There was the curtain—what was behind it? That curtain could seldom be penetrated, but with any form of apparatus capable of travelling in the upper regions for even a few miles could be reliable, and full information could be obtained of the enemy's position, movements, armaments, and even numbers. Apart from reconnaissance, there were in war other possibilities to which aerial machines might be applied. Thus, as regards the transport of troops, if aeroplanes continued to develop as they had done, it was quite probable that they would soon be used in hundreds, if not thousands, carrying three or four men in addition to the driver. Eventually they might become a means of invading a country. The lecturer then briefly discussed the value of air-craft in discharging explosives, raids, despatch carrying, and in savage warfare. As a substitute for Cavalry an aeroplane would probably be less vulnerable than a horse, and would not offer a very much bigger target. As a coign of vantage for the commanders-in-chief during an action a good airship would be unsurpassed, but here all depended upon the ability of the hostile artillery or air fleet. As to reconnoitring at sea a fleet could be clearly seen thirty miles off, whereas at this distance practically no useful information could be obtained of land forces, and therefore, an airship floating high above its fleet would be able to give most timely information about the enemy. Then there was the important question of fighting in the air. If one nation possessed a type of machine which, from the fighting point of view was superior to that of the enemy it might soon oust the hostile airship and leave that nation supreme in the air—a most enviable position. A fight between an aeroplane and a dirigible might be compared to that of a hawk and a heron. The dirigible could rise to a greater height, could carry a better armament, but on the other hand it offered a larger target, and was very vulnerable. The aeroplane with its greater speed, better manouevring power, and less liability to damage, had an immense advantage. It seemed highly probable that very soon aeroplanes would be constructed which would be able on every point to hold the advantage over the balloon. As to aeroplane against aeroplane such a fight in mid-air would form a most interesting spectacle to those below. (Laughter.) Ease of manouevring and speed would evidently be valuable factors, and a machine carrying two or more men armed with rifles would soon have the better of a single-machine. Coming to land defence against attack by airship, Major Baden-Powell held that, as we had no efficient aerial war machines it was of the utmost importance for us to make such provision as we could in case war broke out with a Power which possessed a number of such vessels. Thus, it was necessary immediately to arrange for guns to be made or adapted to fire at a high angle. Then there were aerial torpedoes and aerial mine-fields similar in principle to submarine mine-fields (small captive balloons being let up to a height of 5,000 ft. with explosive mines and electrical equipment).

A WARNING.
"To my mind," he concluded, "there can be no doubt that the machines which are now actually in existence, both dirigible balloons and aeroplanes, can be made great use of in war, and it seems fairly certain that in another few years time their efficiency will be greatly increased. If properly used, not by ones and twos, but by hundreds, they will without doubt affect our methods of warfare. Reconnaissance will be so much more efficiently carried out that the commander of a force will not be embarrassed by that uncertainty and lack of information which so often prevents him from taking the initiative. Operations will be quickened, and wars more rapidly lost or won. Raids into the enemy's country, which it seems impossible to entirely prevent, will, on the other hand, tend to hamper and delay his actions, and spread the zone of operations over the whole country. Let me not forget that machines are now actually in existence that can come over without warning, from the Continent, and it is more than possible that they might be the means of causing considerable damage to us, even risking their own loss thereby. Therefore, we must, and at once, make due preparation to defend ourselves against any such aggression. (Cheers.) A discussion followed.

Colonel Capper said that the lecturer seemed to take an exaggerated view of the difficulty of aerial navigation when weather conditions were unfavourable. Airships were undoubtedly more hampered by fog than land traffic, but fog was often local and sometimes very thin. The great thing was practice in night work. As to aeroplanes taking the place of Cavalry, if they had pass over a country dotted with trees, they would have little chance of getting back. Further, the spout on an aeroplane could not locate himself like a man on the ground. He entirely agreed with the conclusions reached by the lecturer.

GERMANY'S AERIAL FLEET.

Captain Tallich said even if this country purchased a ready-made fleet of airships it would have no place to house or repair them and no crews to man them. We could not buy ready-made experience. (Hear, hear.) It was no good glossing over facts that stared us in the face. What was new Germany going to make of the 15 ships it already possessed, of the 25 or 26 ships it would possess next year, and of the 70 it would probably possess in two years' time? It was possible for one airship, given reasonably fair weather, to prevent the British Fleet from replenishing its magazines with cordite and from getting additional supplies manufactured for nearly a year. Incidentally such a ship could in twenty-four hours set alight the whole of the shipping and dock yard accommodation in the Thames without dropping a single bomb or hovering over a single spot. After referring to the necessity of obtaining high-angle guns, Captain Tallich said that the true form of defence against an aerial fleet was another aerial fleet, which on true British principles could take the offensive. (Cheers.) There was no knowing what a young commander of an airship might do once he dodged round a cloud and got away from his admiral. (Laughter.) He intended to ask every Parliamentary candidate whether or not he would take steps for the establishment of a proper serial fleet. (Cheers.)

THE ORDINARY AEROPLANE AND WAR.

Mr. J. W. Dunn held that the present kind of aeroplane manufactured by civilians was to a great extent useless for military purposes. For one thing the wing should be able to stand, without collapse, punctured by bullets, but that would from the civilian point of view make against efficiency. The military aeroplane was as different from the ordinary aeroplane as the torpedo-boat was from the pleasure yacht. Such craft should be designed and made by the War Office. (Cheers.) On the whole he was inclined to think that the aeroplane would not be much use.

Colonel F. Stone referred to the difficult problem of how we could protect ourselves from hostile dirigibles at night. He suggested electric lights such as were used for harbour protection, while the lecturer suggested aerial mines, but both these suggestions were overlooked.

Admiral Sir G. Noel held that dirigibles would have to act at night if they wanted to do real damage. Yet such navigation must be difficult, for how could they tell one town from another at night? That was a matter of years of experience, and it would be years before aerial navigation would be thoroughly understood. We in England were apt to fall behind, but we always considered that the English in the end came out on top.

Among others present were Lieutenant-General H. D. Hutchinson, Admiral the Hon. Sir E. Fremantle, Admiral Sir N. Bowden-Smyth, Major-General Sir A. Williamson, Lieutenant-General Sir E. Baden-Powell, General Sir J. Dunne, Major-General C. G. Donald, Colonel F. Massy, Colonel E. S. Childers, Colonel F. B. Ellsmore, Major E. W. Scott, and Captain R. Cave-Brown-Cave.

AMERICAN FOOTBALL.**HEAVY CASUALTY LIST.**

The New York correspondent of the *Daily Telegraph* writes:

American football is played between rival colleges now claims for the season just ended thirty dead, a good many maimed for life, and a great many more slightly injured. The public, and particularly parents, are naturally inquiring whether such a butcher's bill is justified by the alleged sport, and whether the present atrocious game, which has been evolved from Rugby, should not be supplanted by the Association game, in which there is an absence of mass play and consequently less chance and temptation in the excitement of the game to acts of violence.

Mr. F. W. Moore, a Harvard graduate, who has long been connected with the management of Harvard teams, admits frankly enough that players are now coached always to "strike an opponent in the face or head with the open hand" when defending the ball. "This blow landed on the jaw is fully as effective so far as its jarring effect on the brain is concerned, as a blow with the closed fist would be." Again Mr. Moore assures us that every linesman is now taught in breaking through, that the way to get by his opponent is "to push his head around" and incidentally that "the harder he pushes his head the less effective that opponent will be in the next play."

This authority also brings out that in this year's Harvard-Yale game a "straight-arm punch in the face" was used as part of an effective tackle.

"Though such blows are

absolutely barred in professional prize-fighting," says Mr. Moore, "under the official interpretation of the present rules of football they are perfectly legitimate."

The spectators of a big football match here do not realise what is happening in the line, but now they know it is argued that there is no excuse for perpetuating such barbarism.

Association is gaining ground here, but will not replace the college variety of football immediately.

A WARNING.

"To my mind," he concluded, "there can be no doubt that the machines which are now actually in existence, both dirigible balloons and aeroplanes, can be made great use of in war, and it seems fairly certain that in another few years time their efficiency will be greatly increased. If properly used, not by ones and twos, but by hundreds, they will without doubt affect our methods of warfare. Reconnaissance will be so much more efficiently carried out that the commander of a force will not be embarrassed by that uncertainty and lack of information which so often prevents him from taking the initiative. Operations will be quickened, and wars more rapidly lost or won. Raids into the enemy's country, which it seems impossible to entirely prevent, will, on the other hand, tend to hamper and delay his actions, and spread the zone of operations over the whole country. Let me not forget that machines are now actually in existence that can come over without warning, from the Continent, and it is more than possible that they might be the means of causing considerable damage to us, even risking their own loss thereby. Therefore, we must, and at once, make due preparation to defend ourselves against any such aggression. (Cheers.) A discussion followed.

NOTICE OF CONSIGNMENT.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEE.

THE H.A.L. Steamship

"DERFFLINGER."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary is given before To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 6th Jan., at 9.30 A.M.

All Claims must reach us before the 13th Jan., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer Brings Cargo

Ex. S.S. "THERAPIA" from Smyrna.

Transhipped at Naples.

NOENDUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 30th December, 1909. [125]

NOTICE TO CONSIGNEE.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR."

having arrived from the above Ports.

Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 6th inst. will be landed at Consignee's risk and expense.

Consignees of cargo are hereby informed that their goods are being landed and stored at the wharfs into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information as received from the Consignee before NOON, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 11th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th inst., or they will not be recognized.

All damaged packages will be examined on

TUESDAY, the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 3rd January, 1910. [122]</

SHIPPING.

ARRIVALS.

CANTON, Swedish str., 2,180. O. C. Nordfelt, 5th January—Shanghai 1st Jan., General Molchers & Co.
CHINHUA, British str., 1,349. J. Brown, 5th Jan.—Shanghai 2nd January, General Butterfield & Swire.
DALIN MARU, Jap. str., 899. Y. Kuburaki, 5th Jan.—Swatow 4th Jan., General Osaka Shosen Kaisha.
HAICHING, British str., 1,267. W. C. Passmore, 5th Jan.—Coast Ports 4th Jan., General Douglas, Lopraik & Co.
ICHANG, British str., 1,228. Tsubben, 4th Jan.—Chinkiang 31st December, General Butterfield & Swire.
LIANGCHOW, British str., 1,215. H. Harder, 5th Jan.—Tsingtau 1st Jan., General Butterfield & Swire.
SAINT GEORGE, British str., 2,674. A. B. Sader, 5th Jan.—Barry 17th Nov., Coal-Dotwell & Co.
SPRE, Norwegian str., 871. W. Horn, 5th January—Wuhu 29th December, Rice-Order.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.

Bufun Maru, Jap. str., for Swatow.
Caron, Swedish str., for Singapore.
Chinhuia, British str., for Canton.
Chiyuan, Chinese str., for Canton.
Thordia, Norwegian str., for Swatow.
Pongtong, German str., for Hoilow.
Prometheus, Norwegian str., for Bangkok.

DEPARTURES.

5th January.
BRASILIA, German str., for Shanghai.
CHONGMING, British str., for Weihaiwei.
CHOUYANG, British str., for Canton.
DAGNY, Norwegian str., for Quang Yen.
EASTERN, British str., for Australia.
FAUCANG, British str., for Hongay.
HAIMUN, British str., for Swatow.
HELENE, German str., for Swatow.
JOHANNI, German str., for Canton.
KIAN CHING, Chinese str., for Chinkiang.
KNIVSBERG, German str., for Hoilow.
KUMSENG, British str., for Singapore.
MAUSANG, British str., for Sandakan.
NANSHAN, British str., for Swatow.
PIKAM, British str., for Shanghai.
SENEGAMHUA, German str., for Singapura.
SOSHII MARU, Japanese str., for Swatow.
TANGO MARU, Jap. str., for Singapore.
TOTOMI MARU, Japanese str., for Kobe.
VICTORIA, Swedish str., for Hongay.
WOSANG, British str., for Canton.

SHIPPING REPORTS.

The British str. *Hatching* reports: Light E.N.E. wind, fine and clear.
The British str. *Chinhuia* reports: Strong N.E. winds to Tung Yung, calm in Formosa Channel.

VESSELS IN DOCK.

January 5th.
KOWLOON DOCK—H.M.F.M.S. Rainha Amelia, Hilary, Rio Linda, Robert Lebady, Heungshan, Hain Kong, Hot Tung, Tsingtau.
TAIKOO DOCK—Wuhu, Kweichow, Kueichow, Wenchow, Shensi, Kuangtung.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI," Captain G. W. Gordon, B.N.E., carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 8th January, 1910, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOREL," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Dalmatia" due in London on the 19th February, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 27th December, 1909.

[1]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & BIG.	OWNER.	CAPTAIN.	FOR FREIGHT, APPLY TO	TO BE DESPATCHED.
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	G. W. Gordon, B.N.E.	P. & O. S. N. Co.	On 8th inst., at Noon.	
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit. str.	C. W. Watkins, B.N.E.	P. & O. S. N. Co.	About 12th inst.	
LONDON, ROTTERDAM & AMSTERDAM	CARDIGANSHIRE	Brit. str.	W. O. Tyers	JARDINE, MATHESON & CO., LTD.	About 19th inst.	
HARVE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	V. Dohren	HAMBURG-AMERIKA LINIE	On 15th inst.	
COPENHAGEN & BALISTIC PORTS	INDIEN	Swed. str.		MELCHERS & CO.	Middle of Febr.	
MARSEILLES, HARVE, COPENHAGEN, &c.	CANTON	Dan. str.		MELCHERS & CO.	About 6th inst.	
MARSEILLES, &c., VIA PORTS OF CALL	FRENCH	Fr. str.		MESSAGERIES MARITIMES	On 16th inst., at 1 P.M.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	F. L. Sommer	NIPPON YUSEN KAISHA	On 19th inst., at D'Light	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SHENONIA	Ger. str.	Brehmer	HAMBURG-AMERIKA LINIE	On 20th inst.	
MARSEILLES, LONDON & ANTWERP	PEMBROKESHIRE	Brit. str.	E. Hayes	JARDINE, MATHESON & CO., LTD.	About 25th inst.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	K. Sato	NIPPON YUSEN KAISHA	On 2nd Feb., at D'Light	
MARSEILLES, LONDON & HAMBURG, VIA STRAITS, &c.	BRASILIA	Ger. str.	F. Prosch	HAMBURG-AMERIKA LINIE	On 16th Feb., at D'Light	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	M. Hagiwara	NIPPON YUSEN KAISHA	On 12th inst., at Noon.	
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	EUBLOW	Ger. str.	P. Giurgevich	MELCHERS & CO.	On 26th inst.	
TRISTE, &c., VIA SINGAPORE, &c.	PERSEA	Aus. str.	T. Seider	SANDER, WIELER & CO.	On 19th inst.	
NEW YORK	VALDINA	Ger. str.	Karberg	HAMBURG-AMERIKA LINIE	On 19th inst.	
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	SUVERIC	Brit. str.	J. Boyd	DODWELL & CO., LTD.	On 13th inst.	
VANCOUVER (DIRECT)	EMPEROR	Brit. str.		CANADIAN PACIFIC R. CO.	On 13th inst.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTSIEGE	Brit. str.		CANADIAN PACIFIC R. CO.	On 29th inst., at 7 A.M.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	INABA MARU	Jap. str.		CANADIAN PACIFIC R. CO.	On 15th Feb., at Noon.	
VICTORIA, B.C. & SEATTLE, &c.	NIKO MARU	Jap. str.		NIPPON YUSEN KAISHA	On 8th inst.	
VICTORIA, B.C. & SEATTLE, &c.	SHANTE MARU	Jap. str.	M. Yagi	NIPPON YUSEN KAISHA	On 19th inst.	
TACOMA VIA JAPAN	KIYO MARU	Jap. str.	T. Saito	OSAKA SHOSEN KAISHA	On 21st inst., at Noon.	
CALLAO, IQUIQUE &c., VIA JAPAN PORTS, &c.	YATANA MARU	Jap. str.	G. W. Eddy	TONO KISEN KAISHA	On 26th Feb., at Noon.	
AUSTRALIAN PORTS VIA MANILA	YATANA MARU	Jap. str.		BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	COBLENTZ	Ger. str.		NIPPON YUSEN KAISHA	On 21st inst., at Noon.	
AUSTRALIAN PORTS VIA MANILA	NIKO MARU	Jap. str.		MELCHERS & CO.	On 28th inst., at D'Light	
YOKOHAMA AND KOBE	COBLENZ	Ger. str.		NIPPON YUSEN KAISHA	On 17th Feb., at Noon.	
KOBE & YOKOHAMA	INABA MARU	Jap. str.	R. Takeda	MELCHERS & CO.	About 8th inst.	
NAGASAKI, KOBE & YOKOHAMA	ATSUMI MARU	Jap. str.	Wm. Thompson	NIPPON YUSEN KAISHA	On 14th inst., at D'Light	
NAGASAKI, KOBE & YOKOHAMA	YUHLAIAF	Brit. str.	P. J. van Eimerick	JAVA-CHINA-JAPAN LINIE	On 19th inst., at Noon.	
JAPAN	LINAN	Brit. str.	C. Lindbergh	BUTTERFIELD & SWIRE	Quick despatch.	
SHANGHAI	ARABOOTON APCAR	Brit. str.	A. Stewart	DAVID SASSON & CO., LTD.	To-day, at 4 P.M.	
SHANGHAI	SHANGHAI, YOKOHAMA, KOBE & MOJI	Brit. str.	H. Powell	P. & O. S. N. CO.	To-morrow, at Noon.	
SHANGHAI	DEVANIA	Brit. str.	M. Courtney	JARDINE, MATHESON & CO., LTD.	To-morrow, at Noon.	
SHANGHAI	CHOYANG	Brit. str.	E. Malchow	BUTTERFIELD & SWIRE	On 9th inst., at D'Light	
SHANGHAI	CHINEUA	Brit. str.		MELCHERS & CO.	About 12th inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.		Sachs	On 15th inst., at 4 P.M.	
SHANGHAI	CHENAN	Brit. str.		H. S. Bradshaw, B.N.E.	On 16th inst.	
SHANGHAI, KOBE & YOKOHAMA	SEGOVIA	Ger. str.		EVANS	On 15th inst.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA	Brit. str.		W. C. Passmore	On 16th inst., at D'Light	
SHANGHAI	ANHUL	Brit. str.		TOULOUSE	On 16th inst.	
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.		TOULOUSE	On 17th inst., at 4 P.M.	
SHANGHAI, KOBE & YOKOHAMA	TOULANE	Brit. str.		TOULOUSE	On 18th inst., at 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	Brit. str.		TOULOUSE	On 19th inst., at 4 P.M.	
SHANGHAI	SAMBIA	Brit. str.		TOULOUSE	On 20th inst., at 4 P.M.	
TAMSUI" "SWATOW & AMOY	YUHLAIAF	Brit. str.		TOULOUSE	On 21st inst., at 4 P.M.	
SWATOW, AMOY & POOCHOW	DATHIN MARU	Jap. str.		TOULOUSE	On 22nd inst., at 4 P.M.	
SWATOW, AMOY & POOCHOW	SWATOW	Brit. str.		TOULOUSE	On 23rd inst., at 4 P.M.	
HOIHOW & HALPHONG	SWATOW	Brit. str.		TOULOUSE	On 24th inst., at 4 P.M.	
MANILA	SWATOW	Brit. str.		TOULOUSE	On 25th inst., at 4 P.M.	
MANILA	SWATOW	Brit. str.		TOULOUSE	On 26th inst., at 4 P.M.	
MANILA	SWATOW	Brit. str.		TOULOUSE	On 27th inst., at 4 P.M.	
ZAMBOANGA, CEBU & ILOILO	SWATOW	Brit. str.		TOULOUSE	On 28th inst., at 4 P.M.	
KUDAT & SANDAKAN	SWATOW	Brit. str.		TOULOUSE	On 29th inst., at 4 P.M.	
BOMBAY VIA SINGAPORE & COLOMBO	BORNEO	Brit. str.		TOULOUSE	On 30th inst., at 4 P.M.	
BOMBAY VIA SINGAPORE & PENANG	BORNEO	Brit. str.		TOULOUSE	On 31st inst., at 4 P.M.	
SINGAPORE, SAMARANG & SURABAYA	CAPRI	Brit. str.		TOULOUSE	On 1st Feb., at 4 P.M.	
SINGAPORE, PENANG & CACUTTA	HOPSON	Brit. str.		TOULOUSE	On 2nd Feb., at 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	KETSANG	Brit. str.		TOULOUSE	On 3rd Feb., at 4 P.M.	
BATAVIA, CHEMBON, SAMARANG, &c.	LAISANG	Brit. str.		TOULOUSE	On 4th Feb., at 4 P.M.	
	TIKINI	Brit. str.		TOULOUSE	On 5th Feb., at 4 P.M.	

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS
YOKOHAMA & KOBE ... "COBLENZ" Capt. H. Raegener { About Saturday, 8th January.
NAPLES, GENOA, ALGIERS, "BUELLOW" Capt. F. Prosch { Wednesday, 12th Jan., at Noon.
ANTWERP & BREMEN ... "COBLENZ" Capt. H. Raegener { Friday, 28th Jan., at D'Light.
MANILA, YAP, NEWGUINEA, "BORENO" Capt. F. Sembill { End of January.
BRISBANE, SYDNEY and MELBOURNE ... "COBLENZ" Capt. H. Raegener { Friday, 28th Jan., at D'Light.
KUDAT & SANDAKAN ... "BORENO" Capt. F. Sembill { End of January.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 1st January, 1910. [5]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE

VIA
MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
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**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	{ DEVANHA Capt. H. Powell	Noon, 7th Jan.	{ Freight and Passage.
LONDON VIA USUAL PORTS	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 8th Jan.	{ See Special Advertisement.
LONDON AND ANTWERP	SICILIA Capt. C. H. Watkins, R.N.R.	About 12th Jan.	{ Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	COLOMBO and PORT SAID	Jan.	{
SHANGHAI MOJI, KOBE AND YOKOHAMA	NYANZA Capt. H. S. Bradshaw, R.N.R.	About 15th Jan.	{ Freight and Passage.
For further Particulars, apply to	E. A. HEWETT, Superintendent.		
Hongkong, 4th January, 1910.			[1]

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGKILANG"	On 6th Jan., Noon.
SHANGHAI	"LINAN"	On 6th Jan., 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 8th Jan., 10 A.M.
SHANGHAI	"CHINHUA"	On 9th Jan., D'light
MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY	"CHANGSHA"	On 10th Jan., 4 P.M.
MELBOURNE	"TEAN"	DIRECT SAILINGS TO WEST RIVER, twice Weekly.
ZAMBOANGA, CEBU and ILOILO	"KAIFONG"	On 11th Jan., 3 P.M.
SHANGHAI	"CHENAN"	On 12th Jan., 4 P.M.
SHANGHAI	"ANHUI"	On 13th Jan., 4 P.M.
MANILA	"TEAN"	On 16th Jan., D'light
MANILA	"TAMING"	On 18th Jan., 3 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL, 5TH to 14TH FEBRUARY.—S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th ibid for Hongkong. Special Reduced return fare of \$50.

SHANGHAI LINE
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo or through Bills of Lading to all Yangtze and Northern China Ports.

N.L.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$30 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. Hongkong, 6th January, 1910. TELEPHONE 36.

10

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOCK

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, YOKOHAMA AND COLOMBO PORTS	"CANTON"	About 5th Jan., 1910.
HANGHAI, YOKOHAMA AND KOREA	"INDIEN"	On 17th Jan., "
OPENHAGEN AND BALTIK PORTS	"INDIEN"	Middle of Feb., "
For Further Particulars apply to	MELCHERS & CO., AGENTS.	6

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Friday, 7th Jan., Noon.
SINGAPORE, SAMARANG & SOURLABAYA	"HOPSANG"	Friday, 7th Jan., 3 P.M.
MANILA	"LOONGSANG"	Friday, 7th Jan., 4 P.M.
MANILA	"YUENSANG"	Friday, 14th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOREA & MOJI	"FOOKSANG"	Friday, 21st Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 22nd Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 1st Feb., Noon.
RETURN TOURS TO JAPAN.		OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "LAISANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Charge on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 216, Sul. Exch. 4.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS. Hongkong, 6th January, 1910. [14]

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEAST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	LEAVING.	
HAICHING*	SWATOW, AMOY and FOOCHEW.	FRIDAY, 7th Jan., at 10 A.M.
HAIMUN*	SWATOW	SUNDAY, 9th Jan., at 10 A.M.
HAITAN*	SWATOW, AMOY and FOOCHEW.	TUESDAY, 11th Jan., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS. Hongkong, 6th January, 1910. [9]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS	TONS.	SAILING DATES.
KAMO MARU	9,000	WED'DAY, 19th Jan., at Daylight.
AKI MARU	7,000	WED'DAY, 2nd Feb., at Daylight.
KAGA MARU	7,000	WED'DAY, 16th Feb., at Daylight.
SAWA MARU	6,500	WED'DAY, 19th Jan., from YOKOHAMA.
SANUKI MARU	6,500	SATURDAY, 29th Jan., from KORE.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

STEAMERS	TONS.	SAILING DATES.
YAWATA MARU	5,000	FRIDAY, 21st Jan., at Noon.
NIKKO MARU	6,000	THURSDAY, 17th Feb., at Noon.
INABA MARU	6,500	SATURDAY, 8th Jan., at Daylight.
TOSA MARU	6,000	TUESDAY, 11th Jan., January.
ATSUTA MARU	9,000	FRIDAY, 14th Jan., at Noon.
BOMBAY via SINGAPORE and COLOMBO	6,000	SUNDAY, 16th Jan., January.

NAGASAKI, KOBE and YOKOHAMA via NIKKO MARU

STEAMERS	TONS.	SAILING DATES.
NIKKO MARU	6,000	WED'DAY, 19th Jan., at Noon.
Capt. M. Yagi,		* Carries deck Passengers.
INABA MARU	6,500	SATURDAY, 8th Jan., at Daylight.
TOSA MARU	6,000	TUESDAY, 11th Jan., January.
ATSUTA MARU	9,000	FRIDAY, 14th Jan., at Noon.

NAGASAKI, KOBE and YOKOHAMA via NIKKO MARU

STEAMERS	TONS.	SAILING DATES.
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TOSA MARU	6,000	TUESDAY, 11th Jan., January.
ATSUTA MARU	9,000	FRIDAY, 14th Jan., at Noon.

NAGASAKI, KOBE and YOKOHAMA via NIKKO MARU

STEAMERS	TONS.	SAILING DATES.

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HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.
IMPORT SAMPLE SHOWROOMS
 OF BRITISH, GERMAN, FRENCH, DUTCH AND AUSTRIAN
PIECE GOODS AND SUNDRIES.

43-1]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Postal Guides for the Year 1910, are now on sale ... 50 cents each.

The Siberian mail will in future be sent from Shanghai to Daluy via Chefoo if no steamer is available from Shanghai to Daluy direct.

The *Devanha*, with the English mail of the 10th ultimo, left Singapore on Saturday, the 1st inst, at 1 p.m., and may be expected here to-day, at 4 p.m. This packet brings replies to letters despatched from Hongkong on the 9th Nov., and the parcel mails closed in London for despatch by the all sea route on the 1st ultimo, and for despatch overland on the 8th ultimo.

FOR	PER	DATE
Hoihow and Bangkok	Thursday, 6th, 9.00 A.M.	
Hoihow and Bangkok	Thursday, 6th, 9.00 A.M.	
Moji	Thursday, 6th, 11.00 A.M.	
Cebu and Iloilo	Thursday, 6th, 1.00 P.M.	
Saigon	Thursday, 6th, 1.15 P.M.	
Amoy	Thursday, 6th, 3.00 P.M.	
Shanghai	Friday, 7th, 9.00 A.M.	
Swatow, Amoy and Foochow	Friday, 7th, 10.00 A.M.	
Shanghai	Friday, 7th, 10.00 A.M.	
Shanghai, Yokohama, Kobe and Moji	Friday, 7th,	
	Printed Matter and Samples... 10.00 A.M.	
	Registration... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.)	
	Registration, Kowloon B.O. ... 10.00 A.M.	
	No late fee.	
	Letters ... 11.00 A.M.	
	Friday, 7th, 11.00 A.M.	
NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Chiygo Maru	
	Shanghai	
SIBERIAN MAIL TO EUROPE	Devanha	
Macao	Friday, 7th, 1.15 P.M.	
Singapore, Samarang and Sourabaya	Friday, 7th, 2.00 P.M.	
Manila	Friday, 7th, 3.00 P.M.	
Kobe and Yokohama	Friday, 7th, 5.00 P.M.	
Hoihow and Haiphong	Saturday, 8th, 9.00 A.M.	
Manila	Saturday, 8th, 10.00 A.M.	
Batavia, Cheribon, Samarang and Sourabaya	Saturday, 8th, 10.00 A.M.	
Hatayeh, Cheribon, Samarang, Sourabaya and Macassar	Tijikini	
EUROPE, &c., India via Tuticorin (Late Letters 11.00 to NOON. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The Parcel mail will be closed to-morrow, at 5 P.M.	Saturday, 8th, 10.00 A.M.	
	Saturday, 8th, Printed Matter and Samples... 10.00 A.M.	
	Registration... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.)	
	Letters ... 11.00 A.M.	
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	Registration... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.)	
	Letters ... 11.00 A.M.	
	Friday, 7th, 11.00 A.M.	
	Shanghai	
	Devanha	
	Sui Tai	
	Hopeng	
	Looengang	
	Inabe Maru	
	Singan	
	Ebi	
	Tijikini	
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